Parking Standards for New Development Projects

Phase 1: Multifamily Residential

Right-sizing the City's Parking Regulations

Transportation Commission
Work Session
December 17, 2014

Why a Parking Study now?

- Outdated Zoning Ordinance
- Changing demand
  - Increased transportation options
  - Changing demographics
  - City investment in transit, growth planned near transit
- Parking reduction requests
- Parking construction cost

Current Standards and Policies in Newer Documents

Existing Regulations in Zoning Ordinance

1 BR: 1.3 spaces/unit
2 BR: 1.75 spaces/unit
3 BR: 2.2 spaces/unit

Small Area Plans w/Parking Standards

Eisenhower East: Within 1500’ of Metro - Max 1.1/1000sf; More than 1500’ from Metro - Max 1.3/1000sf

Braddock: Up to 2 BR - 1.0/unit; 3BR+ - 1.5/unit

Landmark: Pre-Transit 1.75/unit; Post-Transit 1.15/unit

N. Potomac Yard: 1.0/unit

Beauregard: Pre-Transit 1.75/unit, Post-Transit 1.3/unit

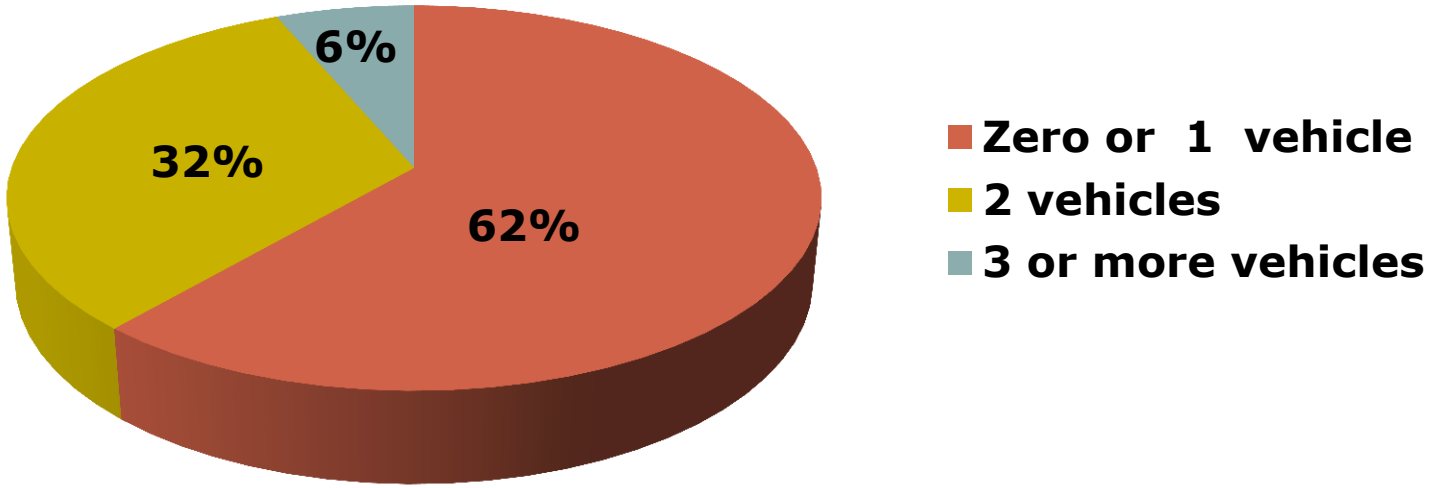
Coordinated Development Districts (CDD)

Many of the recent CDDs include parking standards based on location

Transportation Options

Vehicle Ownership Lower in urban locations

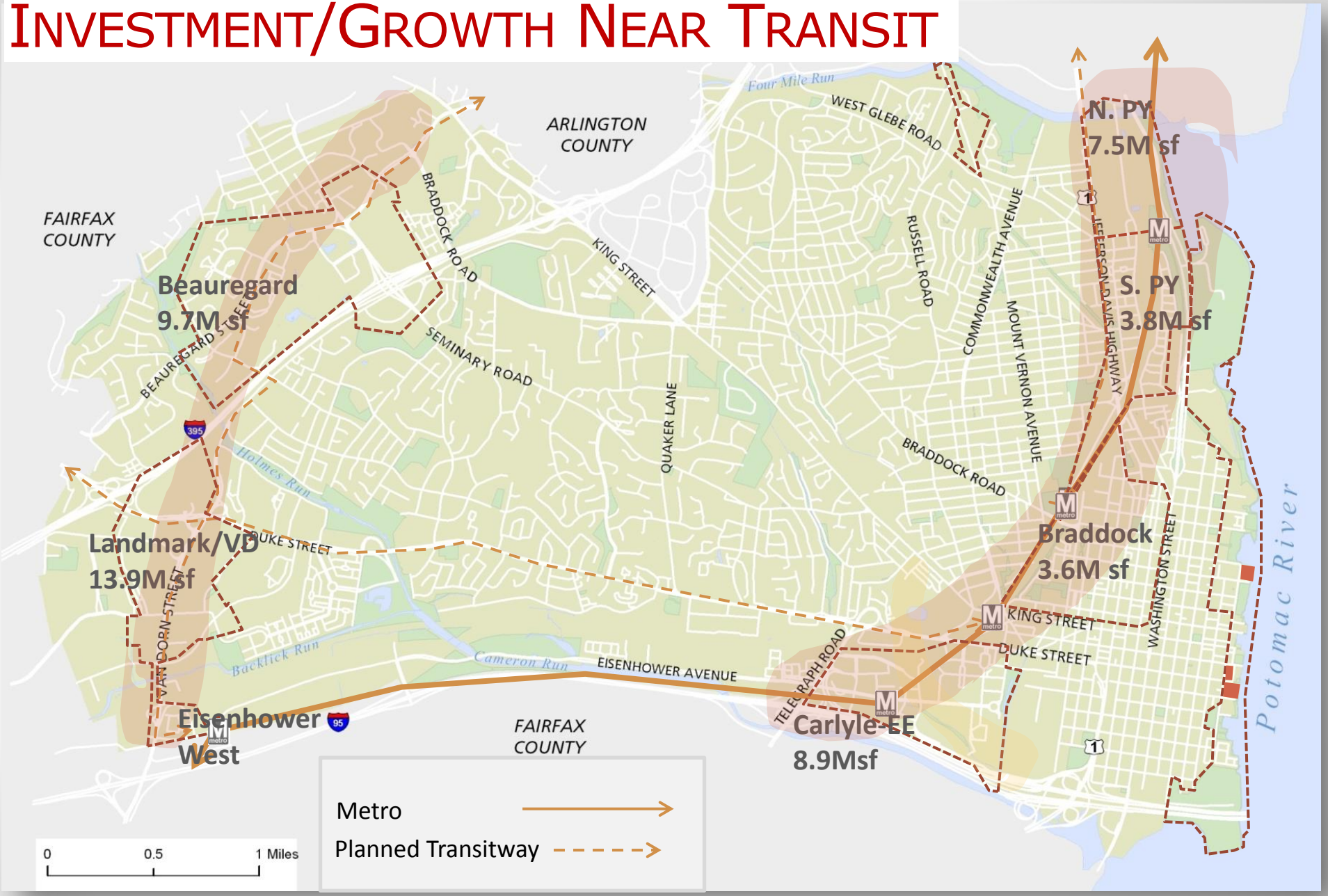
62% of Alexandria Households are "Car-Light"



- United States: 43%
- Washington, DC: 82%
- Arlington County: 63%
- Fairfax County: 25%

Source: US Census Bureau, ACS 2013

INVESTMENT/GROWTH NEAR TRANSIT

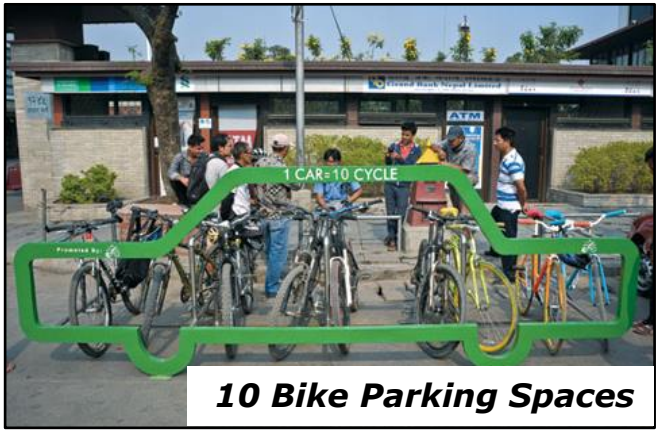


Costs of Parking

- **Environmental:** Increased impervious surface; increased driving as a result of free parking, increased greenhouse gases
- **Opportunity Cost:** other community amenities such as open space, enhanced streetscape, public art, affordable housing, amenities for residents
- **Affordability:** Cost of parking construction passed through to future residents in housing cost

WHAT FITS IN A PARKING SPACE?


1 Micro-unit apartment



10 Bike Parking Spaces

1 mini street park

5 parking spaces = 1500 sq. ft. = 1 playspace
15 parking spaces = 4500 sq. ft. = 1 pocket park

GOALS OF THE STUDY

- **Update zoning ordinance** to be reflective of City policies and practices, regional and national trends
- **Right-size parking** to provide adequate parking on-site and not create spillover parking in neighborhoods
- **Efficient use of resources,** both city and environmental resources
- **Increase transparency and clarity** of development process with consistent application of parking standards

Study Methodology

- Data Collection
  - 17 sites (citywide distribution)
  - 2 evening visits
  - On-street counts
  - Car ownership data
  - Parking pass/permit issued
- Analysis
  - Factors impacting demand
  - Local and national parking practices and trends
- Develop Alternatives
- Testing
- Vetting & Consultation

Data Analysis Results: Factors Affecting Parking Demand

- Factors with a direct impact on parking utilization
  - Proximity to Metro
  - Walkability of the neighborhood
  - Percentage of studio units
  - Number of bus routes serving the development
- Other factors
  - Proximity to neighborhood services
  - Car ownership
  - Fee for parking
  - Number of bedrooms in the development
  - On-street parking availability

Data Analysis Conclusions

- Amount of provided parking generally exceeds the amount of parking utilized
- Residential projects close to Metro have a lower parking demand
- Parking demand can be more closely projected based on a per bedroom measure rather than a per unit measure

Conclusion: *Develop a location-based standard that responds to the key factors impacting parking demand*

DRAFT RECOMMENDATION

Base Ratios

Project Location	Base Parking Ratio
Within 0.5 mile Metro Station walkshed	0.8 space/bedroom
Outside of 0.5 mile Metro Station walkshed	1.0 space/bedroom

Available Credits

Market-Rate Housing Recommendation Deductions on the Base Parking Ratio (If Eligible)	
Within 0.5 mile walkshed of BRT Stop (only available to projects > 0.5 mile from Metro station)	10%
Four or more bus routes stop within 0.25 mile of development entrance	5%
Walkability Index between 80 - 90 **OR** more than 90	5% **OR** 10%
Available Discretionary Credit for future mixed-use development, infrastructure improvement, and capital improvement above what is required. (Credit is available for projects with Walkability Index < 80).	5%
Project has more than 20% studio units	5%

Notes:

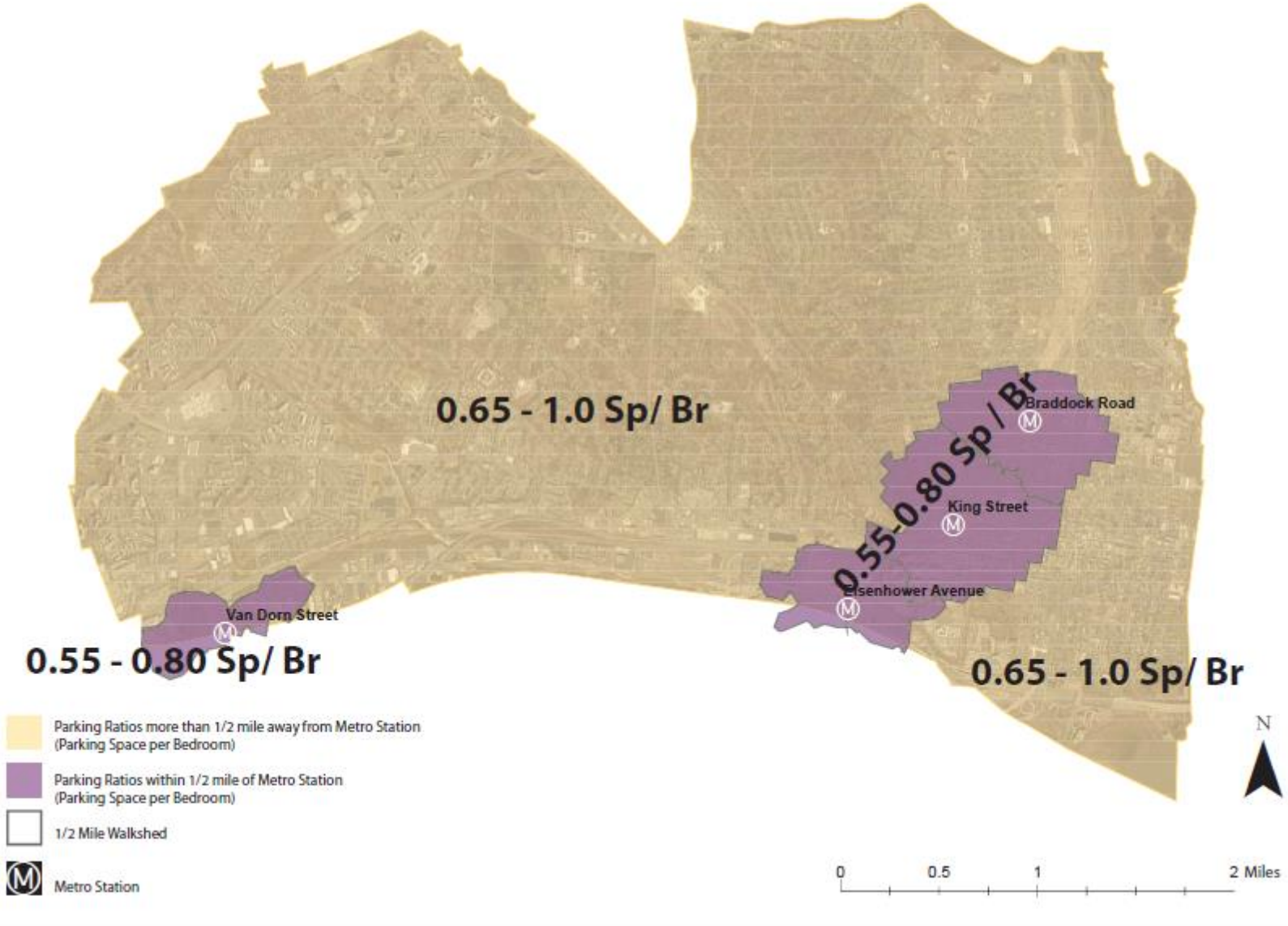
1. *Applying credits to the base parking ratio is optional, however it informs the appropriate ratio for the particular project. Walk Score™ is used to calculate walkability index.*
2. *Projects will not be required to provide parking for the 3rd and 4th bedrooms but can do so.*
3. *If a project requests a parking ratio higher than the base, it will require approval by Planning Commission and/or City Council.*

APPLYING THE RECOMMENDATION

100 Unit Residential Development (50 1BD units, 50 2BD units)		Example 1 *Within 0.5 Mile of Metro Walkshed*	Example 2 More than 0.5 Mile from Metro Walkshed
Base Parking Ratio		**0.8 space/bedroom**	**1.0 space/bedroom**
Deductions on the Base Parking Ratio (If Eligible)			
Within 0.5 mile walkshed of BRT Stop (only available to projects > 0.5 mile from Metro station)	10%		x
Four or more bus routes stop within 0.25 mile of development entrance	5%		x
Walkability Index between 90 - 100	10%		
Walkability Index between 80 - 90	5%	x	
Project has more than 20% studio units	5%	x	
Available Discretionary Credit for future mixed-use development, infrastructure improvement, and capital improvement above what is required. (Credit is available for projects with Walkability Index < 80).	5%		x
Total Credits/Deductions on base parking ratio		**10%**	**20%**
Final Parking Ratio		**0.7**	**0.8**

	Zoning Ordinance Requirement (#)	Recommendation Requirement (#)
Example 1 ***Located Within 0.5 Mile of Metro Station***	153	105
Example 2 ***Located More than 0.5 Mile from Metro Station***	153	120

Draft Parking Ratios Location Specific



Draft Recommendation: Affordable Housing

Affordable Housing Recommendation Base Parking Ratio; 1.0 space per unit Deductions on the Base Parking Ratio (If Eligible)	
Affordable Housing units at 60% AMI	25%
Affordable Housing units at 50% AMI	35%
Affordable Housing units at 30% AMI	50%
Within 0.5 mile walkshed of Metro or BRT Stop (only available to projects > 0.5 mile from Metro station)	10%
Four or more bus routes stop within 0.25 mile of development entrance	5%
Walkability Index between 80 - 90 **OR** more than 90	5% **OR** 10%
Available Discretionary Credit for future mixed-use development, infrastructure improvement, and capital improvement above what is required. (Credit is available for projects with Walkability Index < 80).	5%
Project has more than 20% studio units	5%

Lowest Ratio without credits	Lowest Ratio with all Credits
0.75	**0.45**
0.65	**0.35**
0.5	**0.25***

The lowest parking ratio permitted is 0.25/unit

Testing Recommendation - Data Collection Sites

	Existing Condition			Recommendation Without Applying Credits		Recommendation With Applying Credits	
	Zoning Ordinance Required Parking Spaces (#)	Approved DSUP Spaces (#)	Observed Utilization (#)	Difference btw Recommendation and Observed Utilization (#)	% Difference btw Recommendation and Observed Utilization (%)	Difference btw Recommendation and Observed Utilization (#)	% Difference btw Recommendation and Observed Utilization (%)
Within 0.5 Mile of Metro Station							
Site A1	561	450	337	103	30%	48	14%
Site A2	301	256	206	19	9%	-9	-5%
Site A3	693	541	415	92	22%	29	7%
Site A4	490	532	386	-11	-3%	-34	-9%
Site A5	263	263	172	38	22%	12	7%
Site A6	580	496	339	83	25%	31	9%
Site A7	110	115	80	19	24%	7	9%
Site A8	117	115	102	-9	-9%	-27	-26%
More than 0.5 Mile from Metro Station							
Site B1	294	240	230	67	29%	67	29%
Site B2	93	94	63	37	59%	32	51%
Site B3	207	236	214	-21	-10%	-31	-14%
Site B4	168	137	114	64	56%	46	40%
Site B5	870	882	741	82	11%	0	0%
Site B6	504	411	398	61	15%	15	4%
Site B7	625	561	548	55	10%	55	10%
Site B8	837	643	772	5	1%	-33	-4%

Observed data was adjusted per on-street occupancy counts: B4, B7

Observed data was adjusted per car ownership data plus visitor: A7, A8, B8

Observed data was adjusted per number of parking passes issued plus visitor: B3, B5, B6

Sites A4, A5, A8, B1, B8 have 3bedroom units; 2 space/unit cap was applied to those units

NEXT STEPS

Date	Task	Group
December 17	Work Session: Consider Draft Parking Recommendations	• Transportation Commission
January 6 and January 27, 2015	Planning Commission & City Council Work Sessions: Consider Draft Parking Recommendations	• Planning Commission • City Council
February 2015	*Task Force Meeting #5*	• Task Force Members & Public
February 2015	Additional Public Outreach	• NAIOP • Federation
March 2015	Public Hearings	• Transportation Commission • Planning Commission • City Council

For additional information about the study, visit:
www.alexandriava.gov/parkingstudies
or contact Brandi Collins, Project Manager, P&Z, brandi.collins@alexandriava.gov